

**LISTING OF CLAIMS:**

1. (Currently amended) A monitoring system for monitoring tire pneumatic pressures, comprising:

a plurality of detector means incorporated in a plurality of tires of a vehicle to detect pneumatic pressures in the tires and to transmit tire data ~~obtained by imparting~~including tire identification data identifying a particular tire and~~the tires to detected pressures~~pressure corresponding to the particular tire;

a plurality of receiver means for receiving signals transmitted from the detector means to obtain the tire data from the tires;

monitoring means for monitoring the pneumatic pressures in the tires based on the tire data obtained by the ~~receiving~~receiver means;

a single communication line connecting the plurality of receiver means and the monitoring means so that the monitoring means obtains the tire data of the tires by executing communication with the receiver means through the single communication line; and

an identification data imparting means provided at places where the receiver means are installed on the vehicle so that ~~the a particular receiver means are imparted~~is associated, from a vehicle-side, with ~~the a receiver~~identification data

identifying the particular receiver means ~~for communication~~  
~~necessary~~ for the communication with the monitoring means.

2. (Currently amended) ~~The A~~ monitoring system according to  
~~claim 1, further comprising:~~ for monitoring tire pneumatic  
pressures, comprising:

a plurality of detector means incorporated in a plurality  
of tires of a vehicle to detect pneumatic pressures in the tires  
and to transmit tire data obtained by imparting identification  
data of the tires to detected pressures;

a plurality of receiver means for receiving signals  
transmitted from the detector means to obtain the tire data from  
the tires;

monitoring means for monitoring the pneumatic pressures in  
the tires based on the tire data obtained by the receiving  
means;

a single communication line connecting the plurality of  
receiver means and the monitoring means so that the monitoring  
means obtains the tire data of the tires by executing  
communication with the receiver means through the single  
communication line;

an identification data imparting means provided at places  
where the receiver means are installed on the vehicle so that  
the receiver means are imparted, from a vehicle-side, with the

identification data for communication necessary for the  
communication with the monitoring means; and

electric connectors that connect the single communication line to the receiver means,

wherein the identification data imparting means are incorporated in the connectors, and

wherein the receiver means are imparted with the identification data for communication when the receiver means are installed on the vehicle and are connected to the connectors for the first time.

3. (Currently amended) The monitoring system according to claim 1, wherein:

the particular receiver means transmits the tire data obtained from the detector means to the single communication line when a request signal including ~~its own~~ the receiver identification data for communication is received through the single communication line; and

the monitoring means successively outputs the request signals including the receiver identification data for communication of the receiver means to the single communication line thereby to obtain the tire data from the receiver means through the single communication line.

4. (Currently amended) The monitoring system according to claim 3, wherein the monitoring means is programmed to, prior to starting the operation for monitoring the pneumatic pressures:

successively select the receiver identification data for communication out of a plurality of receiver identification data for communication that are registered in advance;

successively output the request signal including the selected receiver identification data for communication onto the single communication line;

determine that the receiver means is the one mounted on the vehicle when ~~there is the receiver means that~~ transmits the tire data in response to the request signal that is output;

store the receiver identification data for communication included in the request signal that is output as identification data for monitoring; and

obtain the tire data from the receiver means based on the receiver identification data for communication stored as the data for monitoring, when the pneumatic pressures are to be monitored.

5. (Original) The monitoring system according to claim 2, wherein:

each connector has a plurality of terminals; and

the identification code is defined with a combination of

grounding and non-grounding of the plurality of terminals.

6. (New) The monitoring system according to claim 1, wherein the detector means further detects temperature in the tire, and the tire data further includes temperature data representative of the temperature in the tire.

7. (New) The monitoring system according to claim 1, wherein at least one of the receiver means receives signals from at least two of the detector means.

8. (New) The monitoring system according to claim 1, wherein the detector means includes a pressure sensor to detect the pneumatic pressures, a processor configured to facilitate detecting signals from the pressure sensor and inserting the tire identification data and pneumatic pressure in the tire data, and a transmitter responsive to the processor to transmit the tire data.

9. (New) The monitoring system according to claim 1, wherein the receiver means transmits the tire data and the receiver identification data responsive to receipt of a request having the receiver identification data.

10. (New) The monitoring system according to claim 1, wherein the receiver means transmits the tire data and the receiver identification data responsive to a schedule.

11. (New) The monitoring system according to claim 1, wherein the receiver means includes a receiver to receive the tire data and a processor configured to facilitate communicating the tire data and the associated receiver identification data on the single communication line.

12. (New) A monitoring system for monitoring tire pneumatic pressures, comprising:

a plurality of detectors incorporated in a plurality of tires of a vehicle, the detectors being configured to facilitate detecting pneumatic pressures in the tires and to transmit tire data including tire identification data identifying a particular tire and detected pressure corresponding to the particular tire;

a plurality of receivers configured to facilitate receiving signals transmitted from the detectors to obtain the tire data from the tires;

a monitor unit configured to facilitate monitoring the pneumatic pressures in the tires based on the tire data obtained by the receivers;

a single communication line connecting the plurality of receivers to the monitoring unit so that the monitor unit obtains the tire data of the tires by executing communication with the receivers through the single communication line; and

a plurality of connectors for connecting the singles communication line to the receivers respectively, the connectors being configured to impart receiver identification data different from each other to the receivers, respectively.

13. (New) The monitoring system according to claim 12, wherein:

each of the connectors has a plurality of terminals; and

each of the identification data is defined by grounding and non-grounding of the terminals.

14. (New) The monitoring system according to claim 12, wherein:

the particular receiver transmits the tire data obtained from the detector to the single communication line when a request signal including the receiver identification data for communication is received through the single communication line; and

the monitoring unit successively outputs the request signals including the receiver identification data for

communication of the receivers to the single communication line thereby to obtain the tire data from the receivers through the single communication line.

15. (Currently amended) The monitoring system according to claim 14, wherein the monitoring unit is programmed to, prior to starting the operation for monitoring the pneumatic pressures:

successively select the receiver identification data for communication out of a plurality of receiver identification data for communication that are registered in advance;

successively output the request signal including the selected receiver identification data for communication onto the single communication line;

determine that the receiver is the one mounted on the vehicle when the receiver transmits the tire data in response to the request signal that is output;

store the receiver identification data for communication included in the request signal that is output as identification data for monitoring; and

obtain the tire data from the receiver based on the receiver identification data for communication stored as the data for monitoring, when the pneumatic pressures are to be monitored.



16. (New) The monitoring system according to claim 12, wherein at least one of the receivers receives signals from at least two of the detectors.

17. (New) The monitoring system according to claim 12, wherein the detector includes a pressure sensor to detect the pneumatic pressures, a processor configured to facilitate detecting signals from the pressure sensor and inserting the tire identification data and pneumatic pressure in the tire data, and a transmitter responsive to the processor to transmit the tire data.

18. (New) The monitoring system according to claim 12, wherein the receiver transmits the tire data and the receiver identification data responsive to receipt of a request having the receiver identification data.

19. (New) The monitoring system according to claim 12, wherein the receiver transmits the tire data and the receiver identification data responsive to a schedule.